

MEDICAL AND SURGICAL DEPARTMENTS

DIVISION SURGEON AND EXAMINERS, MEDICAL EXAMINERS, SURGEONS AND OPHTHALMOLOGISTS

Alliance, Nebr..... DR. C. E. SLAGLE..... Surgeon and Examiner.
Alliance, Nebr..... DR. G. F. JOHNSTON..... Surgeon and Examiner.
Alliance, Nebr..... DR. J. S. BROZ..... Surgeon.
Bayard, Nebr..... DR. G. W. PUGSLEY..... Surgeon.
Bridgeport, Nebr..... DR. H. A. BLACKSTONE..... Surgeon.
Brush, Colo..... DR. L. C. LUSBY..... Surgeon.
Cheyenne, Wyo..... DR. W. K. MYLAR..... Surgeon.
Curtis, Nebr..... DR. V. H. MAGILL..... Surgeon and Examiner.
Holdrege, Nebr..... DR. T. A. PETERSON..... Surgeon and Examiner.
Mitchell, Nebr..... DR. C. R. WATSON..... Surgeon.
Scottsbluff, Nebr..... DR. F. W. PLEHN..... Surgeon.
Scottsbluff, Nebr..... DR. N. H. RASMUSSEN..... Surgeon.
Scottsbluff, Nebr..... DR. T. E. RIDDELL..... Surgeon.
Sidney, Nebr..... DR. R. E. ROCHE..... Surgeon.
Sterling, Colo..... DR. J. E. NAUGLE..... Surgeon and Examiner.
Sterling, Colo..... DR. F. E. PALMER..... Ophthalmologist.
Torrington, Wyo..... DR. O. C. REED..... Surgeon.

Whenever any person, other than a trespasser, sustains injuries on Company property requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who, upon arrival should at once take charge of the case and relieve the called surgeon from further care or attendance as far as the Company is concerned.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with the injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

R. B. KEPNER, M. D.
Medical Director,
Relief Department, Chicago, Ill.

O. H. HORRALL, M. D.
Chief Surgeon,
Chicago, Ill.

F. R. MULLEN,
General Manager, Omaha, Nebr.

C. C. HOLTORF,
Superintendent, Alliance, Nebr.

E. L. POTARF,
Assistant Superintendent, Sterling, Colo.

F. E. SPERRY,
General Superintendent Transportation, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES WEST OF THE MISSOURI RIVER

TIME TABLE OF THE STERLING DIVISION OF THE WESTERN DISTRICT No. 46

EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME

SUNDAY, JULY 19, 1942

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

W. L. & Co.

ST. LOUIS

MISSOURI

104

EFFECTIVE AT 12:01 A.M.
MOUNTAIN STANDARD TIME

SUNDAY, JULY 1914

DESTROYED BY THE U.S. GOVERNMENT

This time is for the purpose of the
and is not to be used for any other
purpose.

ST. LOUIS

MISSOURI

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Sterling and Brush—Sub-division

STERLING DIVISION.

TIME TABLE No. 46.

EFFECTIVE JULY 19, 1942.

| SOUTHWARD | | | | Signs | Distance from Alliance | STATIONS | Capacity of | | Office Open Week Days | NORTHWARD | | | |
|----------------|--|-----------------|-----------------|-------|------------------------|--------------------------------|-------------|--------------|-----------------------|-----------------|-----------------|-----------------|------|
| SECOND CLASS | | FIRST CLASS | | | | | Siding | Other Tracks | | FIRST CLASS | | SECOND CLASS | |
| Daily Freight | | Daily Passenger | Daily Passenger | | | | | | | Daily Passenger | Daily Passenger | Daily Freight | |
| 71 | | 303 | 301 | | 115.12 | <i>Colo</i> STERLING | Yard | Yard | Continuous. | 304 | 302 | 72 | |
| P.M. L 3.00 | | P.M. L 3.35 | A.M. L 3.05 | | | | | | | A.M. A 4.20 | P.M. A 11.43 | A.M. A 12.40 | 7195 |

Between Sterling and Union each member of train and engine crews must have a copy of and be governed by Union Pacific rules, special rules and time table.

| SOUTHWARD | | FIRST CLASS | | Signs | Distance from Alliance | STATIONS | Capacity of | | Office Open Week Days | NORTHWARD | | Siding | Other Tracks |
|----------------|--|------------------|------------------|---------------------|------------------------|-----------------------|-----------------|-----------------|------------------------|------------------|-------------------|-----------------|--------------|
| Daily Freight | | Daily Passenger | Daily Passenger | | | | Daily Passenger | Daily Passenger | | Daily Freight | | | |
| P.M. L 3.50 | | L P.M. f 4.00 | L A.M. s 3.35 | | 23.45 | UNION | | | Continuous. | A A.M. f 3.50 | A P.M. f 11.13 | P.M. A 11.47 | 36 |
| 3.55 | | 4.07 | 3.38 | | 140.52 | TROWEL RANCH | 18 | | No Office. | f 3.45 | 11.08 | 11.42 | — |
| 4.01 | | s 4.15 | f 3.41 | | 142.60 | HILLROSE | 75 | 40 | 8:30 a.m. to 5:30 p.m. | s 3.41 | f 11.04 | 11.37 | 210 |
| | | | | | 144.60 | WHITE | | 24 | No Office. | | | | — |
| 4.10 | | 4 21 | 3.48 | | 145.55 | CAMDEN | | 20 | No Office. | f 3.36 | 10.59 | 11.23 | — |
| A 4.20 P.M. | | A 4.30 P.M. | A 3.55 A.M. | B.C.K.R. T.W.Yd. | 149.87 | BRUSH | Yard | Yard | Continuous. | L 3.30 A.M. | L 10.53 P.M. | L 11.15 P.M. | 2312 |
| Daily | | Daily | Daily | | | (34.75) | | | | Daily | Daily | Daily | |
| 1:20 26.1 | | 0:55 37.9 | 0:50 41.7 | | | SCHEDULE TIME | | | | 0:50 41.7 | 0:50 41.7 | 1:25 24.5 | |
| | | | | | | AVERAGE MILES AN HOUR | | | | | | | |

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Manual Block System. Rule 318-B in effect.

Rule 221a in effect at Union.

Conductors and Enginemen must have Clearance Form A at Brush.

Train order signal Union does not govern southward trains. Conductors and Enginemen must have Clearance Form A.

Operator at Union will handle switches south of train order office for northward trains routing them over crossover from C. B. & Q. to Union Pacific main line. All trains approach junction switch prepared to stop at stop board 100 feet south of junction switch and must stop unless the switches are properly lined and a proceed signal is received from the operator.

All trains entering the siding will come to a full stop at stop board and then immediately proceed if the way is clear.

Centralized Traffic Control in effect at Brush.

Yard limit Brush extends between north yard limit board and board reading "C. T. C. begins."

No. 302 stop on flag at Merino and Atwood.

No. 303 and No. 304 stop on flag at Atwood, Merino and Messex.

Giese Spur, M. P. 141.29.

Offices open Sundays: Sterling continuous.

Union continuous.

Brush continuous.

B or M engines must not be operated on following tracks:

Giese, Beet track.

Hillrose, Stock track.

Camden, Stock track.

Alliance to Sterling—Sub-division—Southward

STERLING DIVISION.

TIME TABLE No. 46.

EFFECTIVE JULY 19, 1942.

| FIRST CLASS | | | | Signs | Distance from Alliance | STATIONS | Capacity of | | Office Open Week Days | SECOND CLASS | | | |
|-----------------|-----------------|-----------------|-----------------|----------------------|------------------------|---|-------------|--------------|-------------------------|---------------|---------------|-------------|------|
| Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | | | | Sidings | Other Tracks | | Daily Freight | Daily Freight | Daily Mixed | |
| 301 | 32 | 303 | 131 | | | | | | 75 | 71 | 309 | | |
| P.M. L11.35 | | P.M. L12.20 | A.M. L 4.45 | B.C.K.O.R. T.W.Y.Yd. | 0.00 | ALLIANCE <i>mb</i> | Yard | Yard | Continuous. | A.M. L12.45 | A.M. L 5.45 | A.M. L 6.00 | 6669 |
| 11.48 | | 12.30 | 4.57 | F. | 6.77 | LETAN | 67 | 10 | No Office. | 1.05 | 6.00 | f 6.15 | — |
| 11.58 | | 12.38 | 5.06 | F. | 13.59 | BONNER | 76 | 16 | No Office. | 1.20 | 6.15 | f 6.30 | — |
| A.M. 12.10 | | f12.50 | f 5.18 | W. | 21.81 | ANGORA | 100 | 29 | 6:00 a.m. to 3:00 p.m. | 1.40 | 6.30 | f 6.45 | 70 |
| 12.18 | | 12.58 | 5.26 | F. | 27.85 | VANCE | 77 | 3 | No Office. | 1.55 | 6.40 | f 6.55 | — |
| | | | | | 32.76 | KEMP | | 23 | No Office. | | | | — |
| 12.26 | L P.M. 6.25 | 1.05 | 5.35 | F.Y.Yd. | 33.81 | NORTHPORT | Yard | Yard | No Office. | A 2.10 A.M. | 6.55 | A 7.05 A.M. | 150 |
| | | | | | 34.41 | U. P. Crossing (Auto Interlocked) | | | No Office. | | | | — |
| s12.40 | A 6.30 P.M. | s 1.15 | A 5.40 A.M. | B.C.K.O.R. T.W.Y.Yd. | 36.54 | BRIDGEPORT | Yard | Yard | Continuous | | 7.01 8.15 | | 1421 |
| 12.52 | | f 1.26 | | F. | 44.63 | ALDEN | 76 | 15 | No Office. | | 8.40 | | — |
| 1.00 | | 1.35 | | F.W. | 49.94 | SIMLA | 72 | 15 | No Office. | | 9.05 | | 351 |
| s 1.18 | | s 1.47 | | | 56.40 | DALTON | 76 | 89 | 7:00 a.m. to 4:00 p.m. | | 9.40 | | 453 |
| s 1.28 | | s 1.58 | | | 62.25 | GURLEY | | 30 | 7:00 a.m. to 4:00 p.m. | | 10.00 | | 232 |
| f 1.37 | | f 2.07 | | F.Yd. | 69.21 | HUNTSMAN | 105 | Yard | No Office. | | 10.15 | | 14 |
| s 1.50 | | s 2.22 | | W.Yd. | 75.40 | SIDNEY <i>cb</i> | S38 N59 | 78 | 12:15 a.m. to 4:15 p.m. | | 11.00 | | 3306 |
| 2.05 | | f 2.35 | | F. | 83.77 | LORENZO | 90 | 28 | No Office. | | 11.40 P.M. | | 30 |
| f 2.15 | | s 2.44 | | W. | 89.99 | PEETZ | N41 S65 | 33 | 7:00 a.m. to 4:00 p.m. | | 12.30 | | 244 |
| 2.29 | | 2.57 | | F. | 100.35 | BUCHANAN | | 24 | No Office. | | 12.52 | | — |
| f 2.35 | | f 3.04 | | | 104.33 | PADRONI | 77 | 29 | 8:00 a.m. to 5:00 p.m. | | 1.01 | | 180 |
| 2.45 | | 3.12 | | F. | 111.43 | ACKERMAN | | 42 | No Office. | | 1.19 | | — |
| 2.53 | | 3.23 | | K.R. | 114.80 | C. B. & Q. Crossing (Tower) (Interlocked) | | | Continuous. | | | | — |
| A 2.55 A.M. | | A 3.25 P.M. | | B.C.K.O.R. R.W.Y.Yd. | 115.12 | STERLING | Yard | Yard | Continuous. | | A 1.30 P.M. | | 7195 |
| Daily | Daily | Daily | Daily | | | (115.12) | | | | Daily | Daily | Daily | |
| 3:20 34.6 | 0:5 32.7 | 3:05 37.3 | 0:55 39.7 | | | SCHEDULE TIME | | | | 1:25 23.8 | 7:45 14.8 | 1:05 31.3 | |
| | | | | | | AVERAGE MILES AN HOUR | | | | | | | |

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Manual Block System. Rule 318-B in effect.

No train order signals Alliance, Bridgeport, Sterling Passenger Depot and Sterling Tower. Conductors and Enginemen must have Clearance Form A Sterling: First class and passenger extra trains will register and be cleared at Passenger Depot. Other trains will register and be cleared at the Tower. Train orders will not be issued to first class or passenger extra trains at the Tower.

Trains will register at Northport when instructed by dispatcher.

Clearance Form A will not be required at Northport.

Rule 221a in effect at Bridgeport.

When passenger trains meet at Bridgeport the train taking siding will use the "pocket track" opposite depot.

Sterling Division trains use Alliance Division tracks between the wye and the passenger depot at Alliance.

All switches leading off runaround track Alliance must be lined back for the runaround track after being used.

Passenger trains from or to Sterling Division will stop 400 feet from the Billings lead crossing west end Alliance Yard and sound whistle signal 14-B and thereafter proceed over this crossing as the way is seen or known to be clear.

Spring switches: Billings lead west end Alliance yard.

West, North and South wye switches Northport.

Local extras carry passengers.

Jessica beet track M. P. 105.41. Sherwin beet track M. P. 108.91.

B engines must not be operated on west leg of wye Alliance.

B or M engines must not be operated on following tracks:

Letan, stock track. Alden, house track. Lorenzo, house and stock tracks.

Bonner, stock track. Simla, house track.

Angora, house track.

Sterling to Alliance—Sub-division—Northward

STERLING DIVISION.

TIME TABLE No. 46.

EFFECTIVE JULY 19, 1942.

| FIRST CLASS | | | | Signs | Distance from Alliance | STATIONS | Office Open Sundays | SECOND CLASS | | | | | | | |
|-----------------|-----------------|-----------------------|-----------------|-------------------------|------------------------|--|-------------------------|---------------------|----------------|-----------------|--|--|--|--|--|
| Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | | | | | Daily Freight | Daily Freight | | | | | | |
| 302 | 132 | 304 | 31 | | | | | 72 | 78 | | | | | | |
| A 3.20 | P.M. 7.45 | A 8.30 | | B.C.K.O.R. T.W.Y.Yd. | 0.00 | ALLIANCE | Continuous. | A 8.10 | P.M. 1.00 | 6.59 | | | | | |
| 2.56 | 7.27 | 8.10 | | F. | 6.77 | LETAN | No Office. | 7.57 | 12.30 | | | | | | |
| 2.46 | 7.17 | f 8.00 | | F. | 13.59 | BONNER | No Office. | 7.45 | 12.10 | | | | | | |
| 2.35 | f 7.06 | s 7.45 | | W. | 21.81 | ANGORA | 6:00 a.m. to 3:00 p.m. | 7.30 | 11.45 | | | | | | |
| 2.25 | 6.55 | 7.30 | | F. | 27.85 | VANCE | No Office. | ³⁰⁹ 6.55 | 11.10 | | | | | | |
| | | | | | 32.76 | KEMP | No Office. | ⁷¹ 6.40 | | | | | | | |
| 2.15 | 6.45 | 7.15 | A 5.55 | F.Y.Yd. | 33.81 | NORTHPORT | No Office. | 5.50 | L10.40 A.M. | | | | | | |
| | | | | | 34.41 | U. P. Crossing (Auto Interlocked) | No Office. | | | * | | | | | |
| s 2.08 | L 6.40 P.M. | 7.01 s 6.56 | L 5.50 A.M. | B.C.K.R. T.W.Y.Yd. | 36.54 | BRIDGEPORT | Continuous | 5.40 | | | | | | | |
| 1.52 | | f 6.44 | | F. | 44.63 | ALDEN | No Office. | 5.01 | | | | | | | |
| 1.45 | | f 6.35 | | F.W. | 49.94 | SIMLA | No Office. | 4.50 | | | | | | | |
| f 1.36 | | s 6.25 | | | 56.40 | DALTON | Closed | 4.35 | | | | | | | |
| f 1.28 | | s 6.14 | | | 62.25 | GURLEY | Closed | 4.25 | | | | | | | |
| f 1.15 | | f 6.03 | | F.Yd. | 69.21 | HUNTSMAN | No Office. | 4.10 | | | | | | | |
| s 12.54 | | s 5.41 | | W.Yd. | 75.40 | SIDNEY | 12:15a. m. to 4:15 a.m. | 3.45 | | | | | | | |
| 12.44 | | f 5.30 | | F. | 83.77 | LORENZO | No Office. | 3.30 | | | | | | | |
| f 12.34 | | s 5.20 | | W. | 89.99 | PEETZ | Closed. | 3.15 | | | | | | | |
| 12.20 | | 5.01 | | F. | 100.35 | BUCHANAN | No Office. | 2.45 | | | | | | | |
| f 12.14 | | s 4.55 | | | 104.33 | PADRONI | Closed. | 2.35 | | | | | | | |
| 12.04 | | 4.40 | | F. | 111.43 | ACKERMAN | No Office. | 2.10 | | | | | | | |
| A.M. | | | | K.R. | 114.80 | C. B. & Q. Crossing (Tower) (Interlocked) | Continuous. | | | * | | | | | |
| L 11.58 P.M. | | L 4.30 A.M. | | B.C.K.O. R.W.Y.Yd. | 115.12 | STERLING | Continuous. | L 2.00 A.M. | | | | | | | |
| Daily | Daily | Daily | Daily | | | (115 12) | | Daily | Daily | | | | | | |
| 3:22 34.1 | 1:05 33.8 | 4:00 28.8 | 0:05 32.7 | | | SCHEDULE TIME | | 6:10 | 2:20 | | | | | | |
| | | | | | | AVERAGE MILES AN HOUR | | 18.7 | 14.5 | | | | | | |

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Manual Block System. Rule 318-B in effect.

No train order signals Sterling Tower, Sterling Passenger Depot, Bridgeport and Alliance. Conductors and Enginemen must have Clearance Form A.

Sterling: First class and passenger extra trains will register and be cleared at Passenger Depot. Other trains will register and be cleared at the Tower. Train orders will not be issued to first class or passenger extra trains at the Tower.

Rule 221a in effect at Bridgeport.

When passenger trains meet at Bridgeport the train taking siding will use the "pocket track" opposite depot.

Trains will register at Northport when instructed by dispatcher.

Clearance Form A will not be required at Northport.

Sterling Division trains use Alliance Division tracks between the wye and the Passenger Depot at Alliance.

All switches leading off runaround track Alliance must be lined back for the runaround track after being used.

Passenger trains from or to Sterling Division will stop 400 feet from the Billings lead crossing west end Alliance Yard and sound whistle signal 14-B and thereafter proceed over this crossing as the way is seen or known to be clear.

The Denver freight lead in Alliance Yard is used as a switching lead. All trains arriving Alliance from the Sterling Division will use the Denver passenger lead. The switch to the freight yard is the first one east of the Billings freight lead crossing.

Local extras carry passengers.

Northport and Guernsey—Sub-division

STERLING DIVISION.

TIME TABLE No. 46.

EFFECTIVE JULY 19, 1942.

| WESTWARD | | | | Office Open Week Days | Signs | Distance from Northport | STATIONS | Capacity of | | Office Open Sundays | EASTWARD | | | | | | | |
|---------------------------------|------------------|--------------------|--------------------|--------------------------|-----------------------|----------------------------|---------------|---------------|-----------------|--|---|------------------|--------------------|------------------|-------------|----|--------------|----|
| SECOND CLASS | | FIRST CLASS | | | | | | Siding | Other Tracks | | Daily Passenger | Daily Freight | Daily Passenger | Daily Freight | FIRST CLASS | | SECOND CLASS | |
| Daily Mixed | Daily Freight | Daily Passenger | Daily Passenger | | | | | | | | | | | | 32 | 78 | 32 | 78 |
| 309 | 75 | 31 | | | | | | | | | | | | | | | | |
| L 7.10 | L 2.40 | L 5.55 | | No Office. | F.Y.Yd. | 0.00 | NORTHPORT | Yard | Yard | No Office. | P.M. 6.25 | 150 | A 10.30 | | | | | |
| f 7.15 | f 2.48 | | | No Office. | F. | 2.51 | DE GRAY | | 32 | No Office. | 6.14 | | 10.19 | | | | | |
| f 7.21 | f 2.58 | 6.04 | | No Office. | F. | 5.82 | ATKINS | 81 | 23 | No Office. | 6.10 | | 10.09 | | | | | |
| f 7.25 | f 3.06 | 6.07 | | No Office. | F. | 8.30 | PRINZ | | 36 | No Office. | 6.05 | 1559 | 9.50 | | | | | |
| s 7.35 | s 3.21 | s 6.15 | | 5:00 a.m. to 5:00 p.m. | W.Y.Yd. | 11.78 | BAYARD | E-85 W109 | Yard | 5:00 a.m. to 1:00 p.m. | 5.59 | | 9.30 | | | | | |
| f 7.43 | f 3.33 | 6.20 | | No Office. | F. | 15.21 | BRADLEY | | 27 | No Office. | 5.55 | | 9.25 | | | | | |
| f 7.47 | f 3.40 | 6.24 | | No Office. | | 17.61 | SNELL | | 11 | No Office. | 5.49 | 1079 | 9.15 | | | | | |
| s 8.02 | s 3.57 | s 6.32 | | 6:00 a.m. to 6:00 p.m. | Yd. | 21.83 | MINATARE | E101 W 88 | Yard | 6:00 a.m. to 8:00 a.m. 4:00 p.m. to 6:00 p.m. | 5.41 | | 9.05 | | | | | |
| f 8.10 | f 4.09 | 6.37 | | No Office. | | 25.80 | GRIMES | | 16 | No Office. | 5.20 | 8465 | 8.50 | | | | | |
| s 8.50 | s 4.40 | s 6.45 7.10 | | 5:00 a.m. to 9:00 p.m. | B.C.K.W. Y.Yd. | 30.82 | SCOTTSBLUFF | E 161 W 90 | Yard | 5:00 a.m. to 9:00 p.m. | 5.15 | | 7.52 | | | | | |
| | | | | No Office. | F. | 33.86 | HELD | | 40 | No Office. | 5.08 | 2058 | 7.28 | | | | | |
| f 9.05 | f 4.52 | 7.15 | | No Office. | F. | 34.61 | COVERT | | 18 | No Office. | 4.55 | 756 | 7.15 | | | | | |
| s 9.29 | s 5.15 | s 7.28 | | 6:00 a.m. to 7:00 p.m. | Y.Yd. | 40.20 | MITCHELL | E 88 W132 | Yard | 6:00 a.m. to 2:00 p.m. 4:45 p.m. to 6:45 p.m. | 4.43 | 10 | 6.55 | | | | | |
| f 10.05 | f 5.38 | s 7.42 | | 8:30 a.m. to 5:30 p.m. | | 46.45 | MORRILL | | 96 | 120 | Closed. | | 6.38 | | | | | |
| f 10.29 | f 6.03 | s 7.55 | | 8:00 a.m. to 5:00 p.m. | | 53.74 | HENRY | | 88 | 52 | Closed. | | | | | | | |
| f 10.45 | f 6.25 | | | No Office. | Y. | 60.75 | HUNTON | | | | No Office. | | | | | | | |
| s 10.50 | s 6.35 | s 8.14 | | 6:30 a.m. to 7:00 p.m. | W.Yd. | 62.03 | TORRINGTON | | 80 | 108 | 6:30 a.m. to 10:30 a.m. 2:00 p.m. to 6:00 p.m. | 4.28 | 1811 | 6.35 | | | | |
| f 11.00 | f 6.50 | f 8.22 | | No Office. | F. | 67.42 | VAUGHAN | | 24 | | No Office. | f 4.20 | | 6.25 | | | | |
| f 11.10 | f 6.59 | s 8.31 | | 8:15 a.m. to 5:15 p.m. | | 71.72 | LINGLE | | 67 | 24 | Closed. | s 4.10 | 415 | 6.18 | | | | |
| f 11.20 | f 7.10 | f 8.40 | | No Office. | F. | 77.46 | BARNES | | 26 | | No Office. | f 4.02 | | 6.06 | | | | |
| f 11.29 | f 7.20 | s 8.50 | | 7:00 a.m. to 4:00 p.m. | W. | 82.01 | FORT LARAMIE | | 88 | 38 | Closed. | s 3.56 | 245 | 5.56 | | | | |
| f 11.40 | f 7.32 | f 8.59 | | No Office. | F. | 87.85 | WHALEN | | 35 | | No Office. | f 3.46 | | 5.44 | | | | |
| A 11.55 | A 7.50 | A 9.10 | | 1:00 a.m. to 5:00 p.m. | B.C.K.O. R.T.W.Yd. | 94.95 | GUERNSEY | | Yard | Yard | 1:00 a.m. to 5:00 p.m. | L 3.35 | 656 | L 5.30 | | | | |
| Daily | Daily | Daily | | | | | (94.95) | | | | | Daily | | Daily | | | | |
| 4:45 20.0 | 5:10 18.3 | 3:15 28.2 | | | | | SCHEDULE TIME | | | | | 2:50 33.5 | | 5:00 19.0 | | | | |
|AVERAGE MILES AN HOUR..... | | | | | | | | | | | | | | | | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Manual Block System. Rule 318-B in effect.

Trains will register at Northport when instructed by dispatcher.

Clearance Form A will not be required at Northport.

Trains starting or terminating at Torrington will register at Torrington.

Eastward freight trains must stop for inspection before passing Scottsbluff.

No train order signal Guernsey, Conductors and Enginemen must have Clearance Form A.

When passenger trains meet at Guernsey, trains taking siding will use No. 1 track.

Spring switches: West, North and South wye switches Northport.
West End Guernsey yard.

Local extra leaves Guernsey 5:00 a. m. for Alliance.

Local extras carry passengers, except that eastward local extra Guernsey to Alliance will carry passengers only between points at which it is known this train will stop.

O engines must not be operated on siding at Whalen.

Prinz Spur, M. P. 8.30

Bayard Spur, M. P. 12.38

Winters Spur, M. P. 27.06.

Scottsbluff Spur, M. P. 29.43

Mitchell Spur, M. P. 40.88

Sterling and Cheyenne—Sub-division

STERLING DIVISION.

TIME TABLE No. 46.

EFFECTIVE JULY 19, 1942.

| WESTWARD | | | | | | | | | | | | | | EASTWARD | | | |
|--------------|--|-------------------------------|-------------------------|-----------------------|--------|------------------------|----------|------|-------------|-------------------------|----------------------------------|----------------------------------|---|----------|--|-----|--|
| SECOND CLASS | | | | Office Open Week Days | Signs | Distance from Holdrege | STATIONS | | Capacity of | | Office Open Sundays | SECOND CLASS | | | | | |
| | | Monday, Wed. and Friday Mixed | 159 | | | | | | Stings | Other Tracks | | Tuesday, Thursday and Sat. Mixed | | | | 160 | |
| | | L 5.45 A.M. | Continuous. | B.C.K.O. R.W.Y.Yd. | 229.55 | STERLING | 8.94 | Yard | Yard | Continuous. | P.M. A 1.00 | 7.195 | | | | | |
| | | f 6.15 | No Office. | | 238.49 | LOGAN | 7.82 | | 25 | No Office. | f 12.17 P.M. | — | | | | | |
| | | s 6.45 | 6:00 a.m. to 3:00 p.m. | W. | 246.31 | WILLARD | 10.15 | | 26 | Closed. | s 11.52 | 1.05 | ✓ | | | | |
| | | s 7.20 | No Office. | | 256.46 | STONEHAM | 9.65 | | 27 | No Office. | s 11.17 | 1.00 | | | | | |
| | | s 7.50 | 7:00 a.m. to 4:00 p.m. | | 266.11 | NEW RAYMER | 7.70 | | 27 | Closed. | s 10.42 | 2.54 | | | | | |
| | | s 8.15 | No Office. | | 273.81 | BUCKINGHAM | 7.93 | | 13 | No Office. | s 10.17 | 50 | | | | | |
| | | s 8.40 | No Office. | W. | 281.74 | KEOTA | 7.90 | | 10 | No Office. | s 9.52 | 1.08 | | | | | |
| | | f 9.05 | No Office. | | 289.64 | SLIGO | 5.93 | | | No Office. | f 9.28 | 18 | | | | | |
| | | s 9.30 | 8:00 a.m. to 5:00 p.m. | W. | 295.57 | GROVER | 8.65 | | 29 | Closed. | s 9.10 | 1.65 | | | | | |
| | | s 10.00 | No Office. | | 304.22 | HEREFORD | 6.12 | | 12 | No Office. | s 8.43 | 1.00 | | | | | |
| | | s 10.20 | 8:00 a.m. to 5:00 p.m. | | 310.34 | CARPENTER | 5.95 | | 15 | Closed. | s 8.23 | 1.00 | | | | | |
| | | f 10.35 | No Office. | W. | 316.29 | ARCOLA | 5.77 | | 14 | No Office. | f 8.03 | 50 | | | | | |
| | | f 10.50 | No Office. | | 322.06 | CAMP STOOL | 7.29 | | 6 | No Office. | f 7.45 | 10 | | | | | |
| | | f 11.10 | No Office. | | 329.35 | ALTVAN | 5.66 | | 6 | No Office. | f 7.22 | — | | | | | |
| | | A 11.30 A.M. | No Office. | | 335.01 | U. P. Crossing (Grade) | 0.92 | | | No Office. | | — | | | | | |
| | | Monday, Wed. and Friday Mixed | 11:45 p.m. to 3:45 p.m. | C.R.T.W. Y.Yd. | 335.93 | CHEYENNE | | Yard | Yard | 11:45 p.m. to 3:45 p.m. | L 7.00 A.M. | 17.361 | | | | | |
| | | 5:45 18.5 | | | | (106.38) | | | | | Tuesday, Thursday and Sat. Mixed | | | | | | |
| | | | | | | SCHEDULE TIME | | | | | 6:00 17.7 | | | | | | |
| | | | | | | AVERAGE MILES AN HOUR | | | | | | | | | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Manual Block System. Rule 318-B in effect.

No train order signal Sterling or Cheyenne. Conductors and Enginemen must have Clearance Form A.

Rule 907 in effect.

Rule 925 not in effect.

Holdrege and Curtis—Sub-division

STERLING DIVISION.

TIME TABLE No. 46.

EFFECTIVE JULY 19, 1942.

| WESTWARD | | | | Signs | Distance from Holdrege | STATIONS | Capacity of | | Office Open Week Days | EASTWARD | | | |
|-----------------------------|--|----------------------------|--|-----------------------|------------------------|---|-------------|--------------|------------------------|----------------------------|-------------|----------------------------------|--|
| SECOND CLASS | | FIRST CLASS | | | | | Siding | Other Tracks | | FIRST CLASS | | SECOND CLASS | |
| Monday, Wed. and Fri. Mixed | | Daily Ex. Sunday Passenger | | | | | | | | Daily Ex. Sunday Passenger | | Tuesday, Thursday and Sun. Mixed | |
| 153 | | 151 | | | | | | | 152 | | 154 | | |
| L 5.30 | | L 5.00 | | B.C.K.R. T.W.Y.Yd. | 0.00 | HOLDREGE <i>Holdrege</i> | Yard | Yard | Continuous. | A.M. A 11.50 | <i>3263</i> | P.M. A 6.20 | |
| | | | | | 0.82 | JUNCTION | | | No Office. | | | | |
| s 5.55 | | s 5.20 | | | 7.95 | LOOMIS | 35 | 47 | 6:00 a.m. to 3:00 p.m. | s 11.21 | <i>213</i> | s 5.55 | |
| s 6.25 | | s 5.35 | | W. | 15.47 | BERTRAND | 31 | 64 | 6:00 a.m. to 3:00 p.m. | s 11.03 | <i>645</i> | s 5.25 | |
| s 6.50 | | s 5.47 | | | 21.81 | SMITHFIELD | | 16 | No Office | s 10.49 | <i>165</i> | s 5.00 | |
| s 7.15 | | s 6.00 | | T. | 28.42 | ELWOOD | | 90 | 6:00 a.m. to 3:00 p.m. | s 10.36 | <i>509</i> | s 4.35 | |
| s 7.50 | | s 6.24 | | W. | 39.47 | EUSTIS | | 76 | 6:00 a.m. to 3:00 p.m. | s 10.15 | <i>497</i> | s 3.55 | |
| f 8.00 | | f 6.30 | | | 42.11 | KINGSTON | | 7 | No Office. | f 10.07 | | f 3.30 | |
| s 8.30 | | s 6.47 | | | 50.14 | FARNAM | | 58 | 6:00 a.m. to 3:00 p.m. | s 9.51 | <i>394</i> | s 3.05 | |
| f 8.50 | | s 7.00 | | F. | 55.71 | INGHAM | | 16 | No Office. | s 9.38 | <i>15</i> | f 2.30 | |
| s 9.25 | | s 7.15 | | | 62.18 | MOOREFIELD | | 48 | 6:30 a.m. to 3:30 p.m. | s 9.25 | <i>156</i> | s 2.05 | |
| A 10.00 A.M. | | A 7.37 A.M. | | B.C.K.R. T.W.Y.Yd. | 72.34 | CURTIS | Yard | Yard | 7:00 a.m. to 4:00 p.m. | L 9.03 A.M. | <i>960</i> | L 1.30 P.M. | |
| Monday, Wed. and Friday | | Daily Ex. Sunday | | | | (72.34) | | | | Daily Ex. Sunday | | Tuesday, Thursday and Sun. | |
| 4:30 16.1 | | 2:37 27.6 | | | | SCHEDULE TIME | | | | 2:47 | | 4:50 | |
| | | | | | | AVERAGE MILES AN HOUR | | | | 25.5 | | 15.0 | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Manual Block System. Rule 318-B In effect.

Rule 907 In effect.

Rule 925 not in effect.

No train order signal Curtis and Holdrege. Conductors and Enginemen must have Clearance Form A.

Trains starting or terminating Elwood will register at Elwood.

Sterling Division main line ends at junction switch Holdrege. Sterling Division trains will use McCook Division siding between junction switch and Holdrege Station moving at restricted speed.

When Passenger trains meet at Curtis, train taking siding will use No. 1 track west of the passenger station.

Sundays: Holdrege office continuous. Curtis open 8:00 A. M. to 10:00 A. M. other offices closed.

Curtis and Sterling—Sub-division

STERLING DIVISION.

TIME TABLE No. 46.

EFFECTIVE JULY 10, 1942.

| WESTWARD | | | | Office Open Week Days | Signs | Distance from Holdrege | STATIONS | Capacity of | | Office Open Sundays | EASTWARD | | |
|--|----------------------------------|----------------------------------|----------------------------------|--------------------------|---|---------------------------|----------|---|---------------------|----------------------------------|-----------------|-------------|--------------|
| SECOND CLASS | FIRST CLASS | | Daily Ex. Sunday Passenger | | | | | Tuesday, Thursday and Sat. Mixed | Sidings | | Other Tracks | FIRST CLASS | SECOND CLASS |
| Monday, Wed. and Friday Mixed | Daily Ex. Sunday Passenger | Daily Ex. Sunday Passenger | | | | | | | | | | 152 | 154 |
| A.M. L 10.30 | A.M. L 7.40 | 7:00 a.m. to 4:00 p.m. | B.C.K.R. T.W.Yd. | 72.34 | CURTIS | Yard | Yard | 8:00 a.m. to 10:00 a.m. | A.M. A 8.58 | P.M. A 1.00 | | | |
| s 10.55 | s 7.54 | 7:00 a.m. to 4:00 p.m. | W. | 78.82 | MAYWOOD | 27 | 36 | Closed. | s 8.43 | s 12.40 | | | |
| s 11.20 | s 8.18 | 7:00 a.m. to 4:00 p.m. | W. | 88.21 | WELLFLEET | | 26 | Closed. | s 8.18 | s 12.01 | | | |
| f 11.45 | s 8.38 | No Office. | F. | 96.82 | SOMERSET | | 17 | No Office. | s 8.01 | f 11.20 | | | |
| s 12.10 | s 8.55 | 7:00 a.m. to 4:00 p.m. | W. | 104.06 | DICKENS | | 34 | Closed. | s 7.46 | s 11.00 | | | |
| f 12.20 | f 9.03 | No Office. | | 107.44 | TURNER | 26 | | No Office. | f 7.40 | f 10.30 | | | |
| s 12.45 | s 9.20 | 7:00 a.m. to 4:00 p.m. | | 113.93 | WALLACE | 58 | 57 | Closed. | s 7.26 | s 10.05 | | | |
| s 1.05 | s 9.36 | No Office. | F. | 120.42 | GRAINTON | | 36 | No Office. | s 7.13 | s 9.36 | | | |
| s 1.25 | s 9.50 | 6:30 a.m. to 3:30 p.m. | W. | 126.26 | ELSIE | | 73 | Closed. | s 7.01 | s 9.18 | | | |
| s 1.50 | s 10.10 | 6:30 a.m. to 3:30 p.m. | | 134.41 | MADRID | 26 | 29 | Closed. | s 6.44 | s 8.50 | | | |
| s 2.20 | s 10.34 | 7:30 a.m. to 4:30 p.m. | W. | 144.04 | GRANT | | 60 | Closed. | s 6.24 | s 8.20 | | | |
| f 2.50 | s 10.58 | No Office. | | 154.23 | BRANDON | | 32 | No Office. | s 6.03 | f 7.45 | | | |
| s 3.20 | s 11.14 | 7:30 a.m. to 4:30 p.m. | W. | 161.51 | VENANGO | 26 | 33 | Closed. | s 5.47 | s 7.25 | | | |
| s 3.45 | s 11.31 | 8:00 a.m. to 5:00 p.m. | | 170.25 | AMHERST | | 27 | Closed. | s 5.29 | s 7.00 | | | |
| s 4.25 | s 11.53 | 7:00 a.m. to 4:00 p.m. | C.T.W. K.Yd. | 179.89 | HOLYOKE | Yard | Yard | Closed. | s 5.09 | s 6.35 | | | |
| s 4.45 | s 12.11 | 8:00 a.m. to 5:00 p.m. | | 189.06 | PAOLI | | 30 | Closed. | s 4.50 | s 6.05 | | | |
| s 5.25 | s 12.29 | 8:00 a.m. to 5:00 p.m. | W. | 197.49 | HAXTUN | 31 | 53 | Closed. | s 4.32 | s 5.40 | | | |
| f 5.45 | s 12.39 | No Office. | | 202.49 | DAILEY | | 20 | No Office. | s 4.22 | f 5.25 | | | |
| f 6.20 | s 12.52 | 8:00 a.m. to 5:00 p.m. | | 208.89 | FLEMING | | 35 | Closed. | s 4.09 | f 5.10 | | | |
| f 6.40 | f 1.11 | No Office. | F. | 218.19 | GALIEN | | 30 | No Office. | f 3.50 | f 4.45 | | | |
| 7.00 | 1.33 | Continuous. | K.R. | 229.34 | U. P. Crossings (Tower) (Interlocked) | | | Continuous. | | 4.20 | | | |
| | | No Office. | | 229.34 | C. B. & Q. Crossing (Interlocked) 0.21 | | | No Office. | | | | | |
| A 7.10 P.M. | A 1.40 P.M. | Continuous. | B.C.K.O.R. W.Y.Yd. | 229.55 | STERLING | Yard | Yard | Continuous. | L 3.20 A.M. | L 4.10 A.M. | | | |
| Monday, Wed. and Friday | Daily Ex. Sunday | | | | (157.21) | | | | Daily Ex. Sunday | Tuesday, Thursday and Sat. | | | |
| 8:40 18.1 | 8:00 26.2 | | | | SCHEDULE TIME | | | | 5:38 27.9 | 8:50 17.8 | | | |
| | | | | | AVERAGE MILES AN HOUR | | | | | | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Manual Block System. Rule 318-B in effect.

Rule 907 in effect.

Rule 925 not in effect.

No train order signals Curtis, Sterling Passenger Station and Sterling Tower. Conductors and Enginemen must have Clearance Form A.

Trains will register at Holyoke when instructed by dispatcher.

Sterling: First class and passenger extra trains will register and be cleared at Passenger Station. Other trains will register and be cleared at the Tower. Train orders will not be issued to first class or passenger extra trains at the Tower.

When passenger trains meet at Curtis, train taking siding will use No. 1 track west of the passenger station.

SPEED RESTRICTIONS

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

2. Enginemen handling light engines must approach all hazardous road crossings, where view is obscured prepared to stop; and when advised by Train Dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light Engines may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

D. & R. G. coke racks series 26475 to 26749 will not be handled.

To prevent damage to traction motors, when handling electrically operated power units dead in train the maximum speed must not exceed:

Gas-electric motor cars..... 60 M. P. H.
Diesel-electric power units 75 M. P. H.
Diesel-electric switch engines 40 M. P. H.

Where sub-division maximum speeds are less, they will govern.

Zephyr-type trains and gas or Diesel-electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water speed must not exceed six miles an hour.

| LOCATION | Passenger Trains M. P. H. | Freight Trains M. P. H. |
|---|---------------------------------|-------------------------------|
| ALL SUB-DIVISIONS | | |
| Engines under steam, disconnected on one side, with main rod down..... | 25 | 25 |
| On sidings and through crossovers at end of double track..... | 15 | 15 |
| Through other turnouts, unless otherwise specified | 10 | 10 |
| B Engines on sharp turn outs and crossovers in siding or busline tracks..... | 5 | 5 |
| Pile drivers, steam derricks and similar equipment | | |
| On main lines..... | | 35 |
| On branch lines..... | | 15 |
| Clamshells: booms must be taken down and disconnected and boom trailing | | |
| On main lines..... | | 25 |
| On branch lines..... | | 20 |
| (See Special Instructions 13.) | | |
| Short scale test car must be handled just ahead of way car with air hose coupled. | | |
| On main lines..... | | 25 |
| On branch lines..... | | 20 |
| K. & J. cars..... | | 25 |
| B or S-4-A engines on which drivers are blocked up..... | 40 | 40 |
| O-5, O-5-A or M engines on which drivers are blocked up..... | | 30 |
| M-2 engines..... | | 35 |
| M-2-A engines..... | | 40 |
| Loaded D. & R. G. coke racks, series 26750 to 26999..... | | 25 |

| LOCATION | Passenger Trains M. P. H. | Freight Trains M. P. H. |
|--|---------------------------------|-------------------------------|
| ALLIANCE AND STERLING SUB-DIVISION | | |
| Maximum speed..... | 50 | 45 |
| Over main track turn outs south of depot and at north end of yard Bridgeport..... | 15 | 15 |
| Front portion of train over U. P. crossing at Northport | 20 | 20 |
| Engines running backward..... | 20 | 20 |
| Trailing moves through spring switches at Northport | 15 | 15 |
| Facing moves over spring switches Northport..... | 25 | 25 |
| All trains restricted speed between switches at Sterling and Bridgeport and between Wye and passenger station at Alliance. | | |
| STERLING AND BRUSH SUB-DIVISION | | |
| Maximum speed..... | 50 | 40 |
| With freight equipment..... | 45 | |
| Over Bridge 139.97..... | 30 | 20 |
| Engines running backward..... | 20 | 20 |
| All trains restricted speed between switches at Sterling. | | |
| NORTHPORT AND GUERNSEY SUB-DIVISION | | |
| Maximum speed..... | 50 | 45 |
| Over Broadway crossing at Scottsbluff..... | 10 | 10 |
| On Prinz, Bayard, Scottsbluff and Mitchell Spurs..... | 20 | 20 |
| Engines running backward..... | 20 | 20 |
| Engines running backward on Prinz, Bayard, Scottsbluff and Mitchell spurs..... | 15 | 15 |
| Trailing moves through spring switches at Northport and Guernsey..... | 15 | 15 |
| Facing moves over spring switches at Northport and Guernsey..... | 25 | 25 |
| All trains restricted speed between switches at Guernsey. | | |
| HOLDREGE AND CURTIS SUB-DIVISION | | |
| Maximum speed..... | 40 | 25 |
| With freight equipment..... | 35 | |
| Engines running backward..... | 15 | 15 |
| O engines..... | | 20 |
| O engines, over bridge 54.13..... | 15 | 15 |
| Both ends of Bridge 54.13..... | 30 | 20 |
| CURTIS AND STERLING SUB-DIVISION | | |
| Maximum speed..... | 40 | 30 |
| With freight equipment..... | 35 | |
| Over Washington street, second crossing east of depot at Haxtun..... | 10 | 10 |
| Engines running backward..... | 15 | 15 |
| O engines..... | | 20 |
| All trains restricted speed between switches at Sterling. | | |
| STERLING AND CHEYENNE SUB-DIVISION | | |
| Maximum speed..... | 25 | 25 |
| Loaded tank cars..... | | 20 |
| Loaded short C. & S. cars..... | | 20 |
| Engines running backward..... | 10 | 10 |
| All trains restricted speed between switches at Sterling. | | |

SPEED OF TRAINS:

| Miles per Hour | Time per Mile | | Miles per Hour | Time per Mile | |
|----------------|---------------|---------|----------------|---------------|---------|
| | Minutes | Seconds | | Minutes | Seconds |
| 5..... | 12 | 0 | 35..... | 1 | 43 |
| 10..... | 6 | 0 | 40..... | 1 | 30 |
| 15..... | 4 | 0 | 45..... | 1 | 20 |
| 20..... | 3 | 0 | 50..... | 1 | 12 |
| 25..... | 2 | 24 | 55..... | 1 | 5 |
| 30..... | 2 | 0 | 60..... | 1 | 0 |

SPECIAL INSTRUCTIONS

Master Mechanics: D. Nott, Alliance, Nebr.
C. E. Bloom, McCook, Nebr.

Trainmaster: E. R. Shrader, Alliance, Nebr.
Asst. Trainmaster: G. B. Andres, Alliance, Nebr.
D. J. Lynch, Bridgeport, Nebr.

Road Foremen: P. F. Chryst, Alliance, Nebr.
H. H. Ault, Alliance, Nebr.
L. S. Antrim, McCook, Nebr.
A. A. Koler, McCook, Nebr.

Chief Dispatcher: A. V. Gavin, Alliance, Nebr.
Asst. Chief Dispatcher: P. S. Allen, Alliance, Nebr.
Night Chief Dispatcher: B. H. Martin, Alliance, Nebr.

Train Dispatchers, Alliance, Nebr.:

| | |
|-----------------|----------------|
| R. W. Chambers, | L. J. Toohey |
| J. T. Coldwell, | R. V. Cox, |
| A. E. Erixson, | R. R. Cutler, |
| C. J. Hitt, | H. E. Hillyer, |
| C. M. Mackey, | R. R. Mercer, |

1. Where manual or controlled manual block system rules are in effect, light engines will be handled the same as passenger trains.

In manual block territory, permissive movement will be authorized by train dispatcher. Dispatcher will report block when clear.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal, at stations where sidings are located, on or near schedule of first class trains, will clear the main track at once unless otherwise advised by signalman. Conductors must advise promptly when clear of main track and must not again enter the block without permission from signalman.

2. Rule 374 of Rules of the Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

3. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

4. Train order signal must indicate "Stop" in both directions at end of reverse movement, and Clearance Form A, with copy of train order must be delivered to the train completing reverse movement, unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking at restricted speed.

5. USE OF TRACK. Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.

Trains have no time table superiority between U. P. Crossing and west wye switch and between west wye switch and passenger depot, Sterling; all trains and engines must move at restricted speed.

6. Trains must be identified at meeting or waiting points.

7. ADVANCING TRAINS. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle as provided in Rule 14 (b).

8. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

SPECIAL INSTRUCTIONS—Concluded

9. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the superintendent and chief dispatcher.

10. **SPRING SWITCHES.** Spring switches are designated by a round target bearing the letter S.

Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "Stop", trains may proceed on hand signal after switch has been examined and points are found to fit properly.

Trains trailing through switch may do so without opening or closing it.

When sand or snow is blowing the switch, points must be cleared before trailing move is made through switch.

When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand.

Sand must not be used over spring switches.

Drop switch will not be made over spring switches unless specifically authorized.

11. Enginemen must not permit ash pans or front end of engine to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over moveable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over moveable parts or between route signals which govern the movements through an interlocking.

12. When occupied outfit cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the chief dispatcher from the first available point of communication as to the track on which the occupied outfit cars are left.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

13. Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open top cars with boom connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

14. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by operator to baggageman in addition to conductor and engineman.

15. Modifying the first paragraph of Rule 959: The standard flagging equipment for locomotives will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack provided for that purpose.

On motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on locomotives, and that part of the tenth paragraph of Rule 920, reading—"Normal supply for engines, three fuses and six torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of the locomotive there is the prescribed flagging equipment.

Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

16. Rule 916 of Rules of the Operating Department is abolished.

17. Rule 914 of Rules of the Operating Department is modified to read one mile instead of 3,000 feet.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

18. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

19. The use of cupola lights will be discontinued and that part of Rule D-19 of Rules of the Operating Department reading: "A red light to the rear and a green light to the front must be displayed in cupola of caboose while on main track" is abolished.

20. Rule 1078 of Rules of the Operating Department is modified as follows: "Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

21. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

22. The night signals to be used under Rule 906 are modified as follows: Hot journals - Stop signal followed by lamp swung in small verticle circle. Brakes sticking - Stop signal followed by lamp in sliding movement out from body.

RAILROAD CROSSINGS:

Sterling. Interlocking plant will govern movement of all trains over Union Pacific and C. B. & Q. crossings. This plant is equipped with home and distant signals, except there is no distant signal governing northward trains on Alliance and Sterling sub-division. Distant signal governing southward trains on Alliance and Sterling sub-division is located on left hand side of track. High semaphores govern main track. Dwarf signals govern diverging movement at first switch north of crossing on Alliance and Sterling sub-division. Following code of whistle signals will be used: 1 long for main track; 1 long 1 short for switch just north of crossing on Alliance and Sterling sub-division.

Northport. Union Pacific Railroad Crossing at Northport is protected with automatic interlocking signals. When a train is stopped by signal at a Railroad Crossing protected by automatic interlocking signals and no conflicting train movements are evident, a trainman shall proceed to the crossing and operate the hand release located at the crossing. In case the operation of the hand release does not clear the signal, train may proceed over the crossing after the movement has been protected against conflicting train movements.